

USER'S MANUAL



Graceful in flight



PEAK 2

WELCOME

We wish to welcome you to our team and thank you for the confidence, which you have placed in a NIVIUK Glider.

The ALL NEW PEAK 2 is not simply an update of the original PEAK, it is a totally new glider designed and created using the unique Niviuk philosophy and from a clean drawing board. With a new highly efficient line plan, a new profile and a new AR of 6.7 it brings with it a higher range of speed, a more efficient climb rate and an improved glide ratio. The PEAK was a very hard act to follow but with each new detail the PEAK 2 has done just that.

We are sure that you will enjoy flying this wing and that you will soon find out the true meaning of our slogan:

“Give importance to the small details to make big things happen”

This is the user manual, which we recommend you take time to read in detail.

The NIVIUK Gliders Team.

USER'S MANUAL

NIVIUK Gliders PEAK 2

This manual offers all the necessary information that will familiarize you with the main characteristics of your new paraglider. Although this manual informs you about your glider, it does not offer the instruction requirements necessary for you to be able to pilot this type of wing. Flying instruction can only be taught at a paragliding school recognised by the Flying Federation of your country.

Nevertheless we remind you that it is important that you carefully read all the contents of the manual for your new PEAK 2 glider.

Severe injuries to the pilot can be the consequence of the misuse of this equipment.

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SUMMARY

WELCOME	2	5.1 BIG EARS	10
USER'S MANUAL	2	5.2 B-LINE STALL	11
1. CHARACTERISTICS	4	5.3 SPIRAL DIVE	11
1.1 WHO IS IT DESIGNED FOR?	4	6. SPECIAL METHODS	11
1.2 CERTIFICATION	4	6.1 TOWING	11
1.3 IN-FLIGHT BEHAVIOUR	4	6.2 ACROBATIC FLIGHT	11
1.4 ASSEMBLY, MATERIALS	4	7. FOLDING INSTRUCTIONS	12
1.5 ELEMENTS, COMPONENTS	5	8. CARE AND MAINTENANCE	12
2. UNPACKING AND ASSEMBLY	5	8.1 MAINTENANCE	12
2.1 CHOOSE THE RIGHT PLACE	5	8.2 STORAGE	12
2.2 PROCEDURE	6	8.3 CHECKS AND CONTROLS	12
2.3 ASSEMBLY OF THE HARNESS	6	8.4 REPAIRS	12
2.4 TYPE OF HARNESS	6	9. SAFETY AND RESPONSIBILITY	13
2.5 ASSEMBLY OF THE ACCELERATOR	6	10. GUARANTEE	13
2.6 INSPECTION AND WING INFLATION ON THE GROUND	6	11. TECHNICAL DATA	14
2.7 ADJUSTING THE BRAKES	6	10.1 TECHNICAL DATA	14
3. THE FIRST FLIGHT	7	10.2 MATERIALS DESCRIPTION	14
3.1 CHOOSE THE RIGHT PLACE	7	10.3 RISER ARRANGEMENT	15
3.2 PREPARATION	7	10.4 LINE PLAN	16
3.3 FLIGHT PLAN	7	10.5 DIMENSIONS PEAK 2 22	17
3.4 PRE-FLIGHT CHECK LIST	7	10.6 DIMENSIONS PEAK 2 24	17
3.5 WING INFLATION, CONTROL, AND TAKE-OFF	7	10.7 DIMENSIONS PEAK 2 26	18
3.6 LANDING	7	10.8 DIMENSIONS PEAK 2 28	18
4. IN FLIGHT	7	10.9 CERTIFICATION SPECIMEN	19
4.1 FLYING IN TURBULENCE	7		
4.2 POSSIBLE CONFIGURATIONS	8		
4.3 USING THE ACCELERATOR	9		
4.4 FLYING WITHOUT BRAKE LINES	9		
4.5 KNOTS IN FLIGHT	10		
5. LOSING HEIGHT	10		



1. CHARACTERISTICS

1.1 WHO IS IT DESIGNED FOR?

The PEAK 2 has been designed for current and experienced pilots and those wishing to compete in high performance competitions but without renouncing the security of a certified glider. The PEAK 2 has been particularly designed for the serious Cross Country enthusiast who seeks the performance, confidence and comfort, to be able to maximise and fully enjoy his/her flights.

1.2 CERTIFICATION

The PEAK 2 has successfully achieved the European EN certification. All the commercially available sizes passed every required test with excellent results and the PEAK 2 received the D certification for all the sizes.

The PEAK 2 passed the essential load test of 8 g without experiencing any problems. This test was carried out in the Swiss Air-Turquoise laboratories in Switzerland.

Check the homologation results and figures on the last pages of this manual.

1.3 IN-FLIGHT BEHAVIOUR

The PEAK 2 carries the very unique Niviuk design DNA and has been created to achieve optimum performance, maximum safety and maximum pilot potential. Niviuk understands the sport of paragliding and the reasons why every pilot feels the need to fly the PEAK 2 is a glider for both. Our objective was to give the pilot a glider which not only offers a pure flying sensation but above all, a glider which is in complete harmony with the pilot, passing clear precise information and by doing so offering a perfect analysis of the air mass. Experience the perfect fusion of performance and grace, maximise your potential, fly the PEAK 2.

In thermals, the PEAK 2 displays its superior efficiency, one way above other gliders in the same class. For those who are not used to flying with an aspect ratio of 6.7 and three rows of lines, turning may require a little adaptation time but once you know how, you will enjoy precise piloting with an active response to your demands. The PEAK 2 will very quickly inspire you with confidence and place you on top of the thermal stack, enjoying the performance, efficiency and speed.

The glide ratio and the speed range of the PEAK 2 can only be described as outstanding. The PEAK 2 allows the pilot to accurately feel and assess the information given by the glider and to anticipate every movement, even at high speed where the glider remains solid and communicative. The speed system is both smooth and progressive and when the application of the first half of the accelerator is applied you will feel a real sense of acceleration without experiencing huge sink. The second half provides pure and increasing speed to the maximum level, depending on the air mass at the time.

1.4 ASSEMBLY, MATERIALS

The PEAK 2 has all the technological innovations as used on other NIVIUK gliders. Furthermore attention to small details such as the use Harken pulleys and very small pulleys on the risers have been used to improve the comfort and efficiency of the speed system. No more tired and aching legs.

The use of the SLE (Structured Leading Edge) allows reinforcement of the leading edge preventing any deformation during turbulence. The airflow is also vastly improved over the entire front span of the glider.

The new generation profile has been conceived to efficiently distribute the total load across the three rows of lines. The chosen materials and line dimensions have minimum air resistance while respecting the security and maximum load efficiency.

Also, a new technology developed from the competition prototypes has been adapted to the Peak 2, the new STE (Structured Trailing Edge).

STE is based on the leading technology we use for the Icepeak 4 NS. It optimises the profile without deforming it. We can thus obtain less resistance and better performance. With the STE, the circulation of the air is more fluid, maintaining a consistent airflow at the trailing edge, and obtaining a cleaner airflow at high speeds. The pitch control is notably improved as well. STE works on more surface of the wing without distorting the profile.

We use on the Peak 2 lines of great performance so it is necessary that ALL lines are thoroughly checked every 100 hours or every 6 months. The fabrics used for the glider have been very carefully selected for its lightweight, resilience under normal conditions and UV standards.

Not a single millimetre of error is possible in the manufacturing process from Olivier's computer to the cutting of the fabric. The cutting is done section by section in an extremely meticulous manner. The numbering and marking of the guideline marks is also done in the same meticulous way so avoiding errors in this critical process.

The lines are semi-automatically manufactured and all the sewing is finished under the supervision of our specialists.

The jigsaw puzzle of the assembly process is made easier using this method. We economize on resources while making the quality control more efficient. All the different parts of the canopy are cut and assembled under the strict conditions induced by the automation of the whole process.

All NIVIUK Gliders go through an extremely thorough and efficient final inspection. Every single line of each glider is measured individually once the final assembly has concluded.

Each wing is thoroughly inspected at the end of its assembly. Each glider is packaged following the maintenance and conservation instructions recommended for the advanced materials. NIVIUK Gliders are made of first class materials as demanded by the performance, durability, and homologation requirements of the present-day market.

Information about construction materials is given on the last pages of this manual.

1.5 ELEMENTS, COMPONENTS

The PEAK 2 is delivered to its owner together with a series of components that, although not fundamental, do take an important part in the use, transport and storage of the paraglider. The glider is delivered together with a rucksack, large enough for all of the equipment to fit inside (195 liters), once appropriately packed. The rucksack is designed to make transport on foot as pleasant as possible. The internal bag, intended to protect the PEAK 2 from possible damage, during storage is also supplied.

The compression strap allows you to keep the glider as good as possible in the rucksack. Furthermore you will find the accelerator bar that completes the acceleration gear of the wing, a small fabric repair kit made of auto-adhesive ripstop and a user's manual with the answers all our questions about our new PEAK 2.

2. UNPACKING AND ASSEMBLY

2.1 CHOOSE THE RIGHT PLACE

We recommend that you unpack and assemble your wing on a schooling slope or a flat clear area without too much wind and free of obstacles. These conditions will allow you to carry out all the steps required for you to check and inflate the NIVIUK PEAK 2.

We recommend that an instructor or a retailer supervise the entire procedure, as only they are competent to resolve any doubt in a safe and professional way.

2.2 PROCEDURE

Take the paraglider out of the rucksack, open it and spread it open with the lines on top of the underside, position the wing as if you were to inflate it. Check the condition of the fabric and the lines, making sure there are no abnormalities. Check the maillons, which attach the lines to the risers, are properly closed. Identify and if necessary disentangle the lines from A, B, and C risers, the brake lines and the corresponding risers. Make sure that there are no ties or knots.

2.3 ASSEMBLY OF THE HARNESS

Correctly place the risers on the harness karabiners. The risers and lines should not have any twists and they should be in the right order. Check that the harness buckles are correctly locked.

2.4 TYPE OF HARNESS

The PEAK 2 has passed the EN D certification using an ABS type harness. This certification allows it to be flown with most of the harnesses on the market. We strongly recommend that you adjust the distance of the chest strap according to the values used during certification. This varies according to the size of the chosen harness.

Small = 44 cm
Medium = 45 cm
Large = 46 cm

Any changes made to these specifications may affect the wing's performance and reactions. This would therefore effect the glider's configuration and would not conform to the certification.

2.5 ASSEMBLY OF THE ACCELERATOR

The acceleration mechanism of the PEAK 2 works when you push with your feet on the accelerator bar, this is supplied with the equipment. On delivery the accelerator bar has not yet been installed and it is recommended that it is fit by your self before flight. Most harnesses are equipped with a pre-installed acceleration system. When fitting any accelerator system ensure that all preinstalled items within the harness, such as roller pulleys are used correctly. After fitting, take into account that you will have to adjust the length of the accelerator lines for correct use. This will vary according to the length of the pilot's legs!

We recommend that you try the correct fitting of the acceleration system on equipment designed to do this, most paragliding schools have this sort of equipment.

2.6 INSPECTION AND WING INFLATION ON THE GROUND

Once you have checked all the equipment and made sure that the wind conditions are favourable, inflate your PEAK 2 as many times as necessary in order to become acquainted with the wing's behaviour. The PEAK 2 inflates easily and smoothly. An excess of energy is not necessary and the wing will inflate with minimum pressure on the harness when you move forward. This may be assisted by using the A lines. Do not pull on them; just accompany the natural rising movement of the wing. Once the wing is in the 12 o'clock position, simply apply correct pressure on the brake lines and the PEAK will sit over your head.

2.7 ADJUSTING THE BRAKES

The length of the main brake lines is adjusted at the factory to the length established during certification. However, the length can be changed to adapt to the pilot's flying style. Nevertheless, we recommend that you fly for a while with these, set at the original length. This will allow you to become accustomed to the PEAK 2 and it's unique flying behaviour. If you then decide to change the length of the brake lines, untie the knot, slide the line

through the brake link to the desired length, and strongly re-tie the knot. Qualified personnel should carry out this adjustment. You must ensure that this adjustment does not slow down the glider without any pilot input. Both brake lines should be symmetrical and measure the same length. The most recommended knots are the clove hitch knot or bowline knot.

3. THE FIRST FLIGHT

3.1 CHOOSE THE RIGHT PLACE

We recommend that the first flight with your PEAK 2 is made on a smooth slope (a school slope) or in your usual flying area.

3.2 PREPARATION

Repeat the procedures detailed in chapter 2 (UNPACKING AND ASSEMBLY) in order to prepare your PEAK 2.

3.3 FLIGHT PLAN

Draw out a flight plan before take-off in order to avoid possible flight errors.

3.4 PRE-FLIGHT CHECK LIST

Once you are ready, but before you take-off, carry out another equipment inspection. Ensure correct installation of all equipment and that all lines are free of hindrances or knots. Check that the weather conditions are suited for your flying skills.

3.5 WING INFLATION, CONTROL, AND TAKE-OFF

Smoothly and progressively inflate the wing (chapter 2.6 INSPECTION AND WING INFLATION ON THE GROUND). The PEAK 2 inflates easily and does not require excessive energy. It does not tend to over-take you, so the wing

inflation phase is carried out without anguish. These take off characteristics provide a perfect control phase and enough time for the pilot to decide whether to accelerate and take off.

Whenever the wind speed allows it, we recommend a reverse launch technique, this type of launch allows you to carry out a better visual check of the wing. The PEAK 2 is especially easy to control in this position in strong winds. However, wind speeds up to 25 to 30 km/h are considered strong and extra consideration should be given to any thought of flight.

Preparation and positioning of the wing on the take off is especially important. Choose a location, which is appropriate for the direction of the wind. Position the paraglider as if it were part of a large circle, taking into account the shape of the canopy in flight. All this will assist in a trouble free take-off.

3.6 LANDING

The PEAK 2 lands excellently, it transforms the wing speed into lift on the pilot's demand, allowing an enormous margin of error. You will not have to wrap the brake lines around your hand to get greater braking efficiency.

4. IN FLIGHT

4.1 FLYING IN TURBULENCE

The PEAK 2 has an excellent profile to withstand the very different aerological conditions so allowing the best possible piloting and stability. It reacts admirably in passive flight, thus offering a high level of safety in turbulent conditions. Nonetheless, the pilot always has to pilot according to the prevailing weather conditions, the pilot is the ultimate safety factor.

We recommend active piloting, making the necessary fine adjustments to keep the wing in control. He/she should stop braking to allow it to fly at the required wing speed after a correction is made. Do not maintain any

correction for longer than necessary (braked) this would cause the wing to enter into critical flying situation. Whenever necessary, control a situation, react to it and then re-establish the required speed.

4.2 POSSIBLE CONFIGURATIONS

We recommend that training to master these manoeuvres be carried out under the supervision of a competent school.

Asymmetric collapse

In spite of the great stability of the profile of the PEAK 2, heavy turbulent conditions may cause part of the wing to collapse asymmetrically. This usually happens when the pilot has not foreseen this possible reaction of the wing. When the wing is about to experience an asymmetric collapse the brake lines and the harness will transmit a loss of pressure to the pilot. To prevent the collapse from happening, pull the brake line corresponding to the compromised side of the wing, this will increase the angle of incidence. If the collapse does happen the PEAK 2 will not react violently, the turn tendency is very gradual and it is easily controlled. Lean your body towards the side that is still flying in order to counteract the turn and to maintain a straight course, if necessary slightly slow down the same side. The collapse will normally open by itself but if that does not happen, pull completely on the brake line on the side, which has collapsed (100%). Do this with a firm movement. You may have to repeat this operation to provoke the re-opening. Take care not to over-brake on the side that is still flying (turn control) and when the collapse has been solved; remember to let the wing recover its flying speed.

Symmetric collapse

In normal flying conditions the design of the PEAK 2 ensures that a symmetric collapse is quite improbable. The profile of the wing has been designed to widely tolerate extreme changes in the angle of incidence. A symmetric collapse may occur in heavy turbulent conditions, on entry or exit of strong thermals or lack of adapting the use of the accelerator to the prevailing air conditions. Symmetrical collapses usually re-inflate without the glider turning but you can symmetrically apply the brake lines with a quick

deep pump to quicken the re-inflation. Release the brake lines immediately to recover optimum flight speed.

Negative spin

This configuration is out of the normal flight behaviour of the PEAK 2. Certain circumstances however, may provoke this configuration such as trying to turn when the wing is flying at very low speed (while heavily braking). It is not easy to give any recommendations about this situation since it varies depending on the circumstances. Remember that you should restore the relative air speed over the wing. To achieve this, progressively reduce the pressure on the brake lines and let the wing gain speed. The normal reaction would be a lateral surge with a turn tendency no greater than 360° before restoring to normal flight conditions.

Parachutal stall

If it does happen, the feeling would be that the wing would not be advancing; you would feel a kind of instability and a lack of pressure on the brake lines, although the canopy would appear to be correctly inflated. The correct reaction would be to release the pressure on the brake lines and push the A lines forward or rather lean your body to any side WITHOUT PULLING ON THE BRAKE LINES.

Deep stall

The possibility of the PEAK 2 falling into this configuration during normal flight is very unlikely. This could happen if you are flying at a very low speed, whilst over steering in a number of manoeuvres and in turbulent conditions. To provoke a deep stall you have to take the wing to minimum flight speed by symmetrically pulling the brake lines, when you reach this point, continue pulling until you reach 100% and then hold. The glider will first fall behind you and then situate itself above you, rocking slightly, depending on how the manoeuvre was carried out. When you start to provoke a stall, be positive and do not doubt an instant. Do not release the brake lines when half way through the manoeuvre. This would cause the glider to surge violently forward with great energy and may result in the wing below the pilot. It is very important that the pressure on the brake lines is maintained until the wing is well established vertical above.

To regain normal flight conditions, progressively and symmetrically release the brake lines, letting the speed be re-established. When the wing reaches the maximum advanced position ensure that the brakes are fully released. The wing will now surge forward, this is necessary so that air speed is completely restored over the wing. Do not over brake at this point because the wing needs to recover speed to quit the stall configuration. If you have to control a possible symmetrical front stall, briefly and symmetrically pull on the brake lines and let go even when the wing is still ahead of you.

Wing tangle

A wing tangle may happen after an asymmetric collapse, the end of the wing is trapped between the lines (Cravat). This situation could rapidly cause the wing to turn, although it depends on the nature of the tangle. The correction manoeuvres are the same as those applied in the case of an asymmetrical collapse, control the turn tendency by applying the opposite brake and lean your body against the turn. Then locate the line that reaches the stabiliser that is trapped between the other lines. This line has a different colour and belongs to the external lines of the C riser.

Pull on this line until it is tense, this should help to undo the wing tangle. If you cannot undo the tangle, fly to the nearest possible landing spot, control the flying course with your body movements and a little pressure on the opposite brake. Be careful when attempting to undo a tangle if you are flying near a mountainside or near to other paragliders, you may lose control of the flying course and a collision may occur.

Over handling

Most flying incidents are caused by incorrect actions of the pilot, which chained one after another creates abnormal flying configurations (a cascade of incidents). You must remember that over handling the wing will lead to critical levels of functioning. The PEAK 2 is designed always to try to recover normal flight by itself, do not try to over handle it.

Generally speaking, the reactions of the wing, which follow over handling, are neither due to the input made or the intensity, but the length of time the pilot

continues to over handle. You have to allow the profile to re-establish normal flight speed after any type of handling.

4.3 USING THE ACCELERATOR

The profile of the PEAK 2 has been designed to fly stable through its entire speed range. It is useful to accelerate when flying in strong winds or in extreme descending air. When you accelerate the wing, the profile becomes more sensitive to possible turbulence and closer to a possible frontal collapse. If you feel a pressure loss, you should release the pressure on the accelerator and pull slightly on the brake lines to increase the angle of incidence. Remember that you have to re-establish the flight speed after correcting the incidence.

It is NOT recommended to accelerate near to the mountainside or in very turbulent conditions. If necessary you will have to constantly adjust the movements and pressure on the accelerator whilst constantly adjusting the pressure applied to the brake lines. This balance is considered to be “active piloting.”

4.4 FLYING WITHOUT BRAKE LINES

If, for any reason at all, you cannot use the brake lines of your PEAK 2 you will have to pilot the wing using the C-risers and your body weight to fly towards the nearest landing. The C-lines steer easily because they are not under pressure, you have to be careful not to over handle them causing a stall or negative turn. To land you have to let the wing fly at full speed and before reaching the ground you will have to pull symmetrically on both the C-risers. This braking method is not as effective as using the brake lines so you will land at a higher speed.

4.5 KNOTS IN FLIGHT

The best way to avoid these knots and tangles is to inspect the lines before you inflate the wing for take-off. If you notice a knot before take off, immediately stop running and do not take-off.

If you have taken-off with a knot you will have to correct the drift by leaning on the opposite side of the knot and apply the brake line on that side too. You can gently try to pull on the brake line to see if the knot becomes unfastened or try to identify the line with the knot in it. Try to pull the identified line to see if the knot undoes. Be very careful when trying to remove a knot. When there are knots in the lines or when they are tangled, do not pull too hard on the brake lines because there is an increased risk of the wing to stalling or negative turn being initiated

Before trying to remove a knot, make sure there are no pilots flying nearby and never try these manoeuvres near the mountainside. If the knot is too tight and you cannot remove it, carefully and safely fly to the nearest landing place.

5. LOSING HEIGHT

The knowledge of the different descent techniques is an important resource to use in certain situations. The most adequate descent method will depend on the particular situation.

We recommend that you learn to use these manoeuvres under the tuition of a competent school.

5.1 EARS

Big ears are a moderate descent method, reaching -3 or -4 m/s, ground speed reduces slightly between 3 and 5 km/h and piloting becomes limited. The angle of incidence and the surface wing load also increases. Push on the accelerator to restore the wing's horizontal speed and the angle of incidence.

To pull big ears take the outermost A-lines of both stabilizers as high up as possible and pull on them outward and downward. The wingtips will fold in. Let go of the lines and the big ears will re-inflate automatically. If they do not re-inflate, gently pull on one of the brake lines and then on the opposite one. We recommend that you re-inflate asymmetrically, not to alter the angle of incidence, more so if you are flying near the ground or flying in turbulence.

Please, read this carefully: Risk of full stall!!!

As can be seen on the EN Certification, the PEAK 2 has a relatively short brake travel and it should be noted that by reaching for the A3 line to make big ears it is possible to apply brake pressure without realising it. The same happens whilst pulling down the A3 line to make the ears. This can obviously lead to a significant speed decrease.

The PEAK 2 has a new high arch concept and applying ears induces more resistance. With this new arch, the ears don't stick but they do tend to "hang". Because of this, there will be more resistance, compared to ears on a standard glider.

Because of the design concept, the PEAK 2 has a low transverse tension, which results in less pitch. This is good in normal conditions however on the other hand the glider could get into trouble if it is allowed pitch and achieve an extreme angle of incidence.

These are 3 particularities, which together with turbulent conditions could cause an unintentional stall.

The Solution: Big ears may still be applied but the pilot must be fully aware of the above-mentioned points and act accordingly. **To avoid the stall simply use the accelerator halfway (this is sufficient) to increase the speed, which naturally decreases the angle of incidence. In this way you will maintain a safe margin and avoid this phenomenon.**

Take care not to pull the brakes while making the ears !!

Some pilots would say: “Nothing is better than a good descending air mass to descend safely!!!”

5.2 B-LINE STALL

When you carry out this manoeuvre, the wing stops flying, it loses all horizontal speed and you are not in control of the paraglider. The air circulation over the profile is interrupted and the wing enters into a situation similar to parachuting.

To carry out this manoeuvre you have to take the B-risers below the maillons and symmetrically pull both of them down (approx. 20-30 cms) and then hold this position. The initial phase is quite physical (hard resistance) which means that you will have to pull strongly until the profile of the wing is deformed, when this happens the required force will then significantly reduce. To maintain this manoeuvre you must continue to hold the B Lines in the pulled down position. The wing will then become deformed, horizontal speed drops to 0 km/h and vertical speed increases to -6 to -8 m/s depending on the conditions and how the manoeuvre has been performed.

To exit the manoeuvre, simultaneously release both risers, the wing will then slightly surge forward and then automatically return to normal flight. It is better to let go of the lines quickly rather than slowly. This is an easy manoeuvre but you must remember that the wing stops flying, it loses all horizontal movement and its reactions are very different compared to normal flight.

5.3 SPIRAL DIVE

This is a more effective way for rapidly losing height. You have to know that, the wing can gain a lot of speed and the increase in G's will be substantial. This can cause a loss of orientation and consciousness (blackouts). These are the reasons why it is best to carry out this manoeuvre gradually so your capacity to resist the G forces increases and you will learn to fully appreciate and understand the manoeuvre. Always practice this manoeuvre when flying at high altitude.

To start the manoeuvre, first lean your bodyweight and pull the brake line to the side to which you are leaning. You can regulate the intensity of the turn by applying a little outside brake.

A paraglider flying at its maximum turn speed can reach -20 m/s, equivalent 70 km/h vertical speed and stabilize in a spiral dive from 15 m/s onwards. These are the reasons why you should be familiar with the manoeuvre and know how to carry out the exit methods.

To exit this manoeuvre you must progressively release the inside brake and also momentarily apply outside brake. Whilst doing this you must also lean your bodyweight towards the outside. This exit manoeuvre has to be carried out gradually and with smooth movements so you can feel the pressure and speed changes at the same time.

The after effect of the exit manoeuvre is that the glider will rock briefly with lateral surge, depending on how the manoeuvre has been carried out. Practice these movements at sufficient altitude and with moderation.

6. SPECIAL METHODS

6.1 TOWING

The PEAK 2 does not experience any problem whilst being towed. Only qualified personnel should handle the qualified equipment to carry out this operation. The wing has to be inflated in the same way as in normal flight.

6.2 ACROBATIC FLIGHT

Although the PEAK 2 has been tested by expert acrobatic pilots in extreme situations, it HAS NOT been designed for acrobatic flight and we DO NOT RECOMMEND THE USE OF THIS GLIDER for that use. We consider acrobatic flight to be any form of piloting that is different to normal flight. To learn safely how to master acrobatic manoeuvres you should attend lessons,

which are carried out and supervised by a qualified instructor over water. Extreme manoeuvres take you and your wing to centrifugal forces that can reach 4 to 5 g. Materials will wear more quickly than in normal flight.

7. FOLDING INSTRUCTIONS

The PEAK 2 has a complex leading and trailing edge, manufactured using a variety of different materials. For that reason, the use of a correct folding method is very important for extending the useful life of your paraglider. It should be folded like an accordion, with the leading edge reinforcements flat and the rigifoils positioned one upon the other. This method will ensure that the profile remains in good shape without altering its form or its performance. The wing should then be folded in three parts taking care of not bending or twisting the STE or the SLE rigifoils. The wing does not have to be tightly folded, if you do so it may damage the material and or the lines.

8. CARE AND MAINTENANCE

8.1 MAINTENANCE

Careful maintenance of your equipment will ensure continued performance. The fabric and the lines do not need to be washed, if they become dirty, clean them gently with a soft damp cloth.

If your wing becomes wet with salty water, immerse it in fresh water and dry it away from direct sunlight.

The sunlight may damage the materials of your wing and cause premature aging. Once you have landed, do not leave the wing in the sun, store it properly.

If you use your wing in a sandy area, try to avoid the sand from entering the cell openings of the leading edge. If sand is inside the wing, remove it before folding.

Competition lines, which were used in the past, were more vulnerable to premature wear and ageing but the new line materials used on the PEAK 2

now ensure a much longer working life. However they still demand regular checks with careful attention to wear and tear. We advise a full inspection of the lines every 100 hours or every six months at a specialised paragliding repair centre. Rocks and hard ground are obviously far more abrasive than grassed areas, that's why we do not advise the PEAK 2 for ground handling practice.

8.2 STORAGE

It is important that the wing is correctly folded when stored. Store your flying equipment in a cool, dry place away from solvents, fuels or oils. It is not advisable to store your flying equipment in the trunk of your car. Temperatures inside a car parked in the sunlight, can be very high. Inside a rucksack and in the sunlight temperatures can reach 60°C. Weight should not be laid on top of the equipment.

8.3 CHECKS AND CONTROLS

You should ensure that your PEAK 2 is periodically serviced and checked at your local repair centre every 100 hours of use or every 6 months (whichever happens first). This will guarantee that your PEAK 2 will continue to function properly and therefore continue fulfilling the homologation certificate results. As previously mentioned, you should systematically check your lines visually before each take-off. We strongly advise a complete line check every 6 months.

8.4 REPAIRS

If the wing is damaged, you can temporarily repair it by using the rip stop found in the repair kit, so long as no stitches are involved in the tear. Any other type of tear must be repaired in a specialized repair shop or by qualified personnel. Do not accept a home repair.

9. SAFETY AND RESPONSIBILITY

It is well known that paragliding is considered a high-risk sport, where safety depends on the person who is practising it.

Wrong use of this equipment may cause severe injuries to the pilot, even death. Manufacturers and dealers are not responsible for any act or accident that may be the result of practicing this sport.

You must not use this equipment if you are not trained. Do not take advice or accept any informal training from anyone who is not properly qualified as a flight instructor.

10. GUARANTEE

The entire equipment and components are covered by a 2-year guarantee against any manufacture fault.

The guarantee does not cover misuse or abnormal use of the materials.

10. TECHNICAL DATA

10.1 TECHNICAL DATA

PEAK 2			22	24	26	28
CELLS	NUMBER		73	73	73	73
	CLOSED		14	14	14	14
	BOX		25	25	25	25
FLAT	AREA	M2	22	24	26	28
	SPAN	M	12,14	12,68	13,2	13,7
	ASPECT RATIO		6,7	6,7	6,7	6,7
PROJECTED	AREA	M2	18,65	20,32	22	23,66
	SPAN		9,46	9,87	10,26	10,63
	ASPECT RATIO		4,79	4,79	4,79	4,79
FLATTENING		%	15	15	15	15
CORD	MAXIMUM	M	2,28	2,38	2,48	2,57
	MINIMUM	M	0,38	0,4	0,42	0,44
	AVERAGE		1,33	1,39	1,45	1,5
LINES	TOTAL METERS	M	269	280	292	303
	HEIGHT	M	6,8	7,1	7,39	7,67
	NUMBER		172	172	172	172
RISERS	MAIN		3/3/4	3/3/4	3/3/4	3/3/4
	NUMBER	3	A/B/C	A/B/C	A/B/C	A/B/C
	TRIMS		NO	NO	NO	NO
TOTAL WEIGHT	MAXIMUM	KG	90	105	115	130
IN FLIGHT	MINIMUM	KG	70	85	95	110
GLIDER WEIGHT		KG	5,7	6,1	6,6	7,2
CERTIFICATION		EN	D	D	D	D

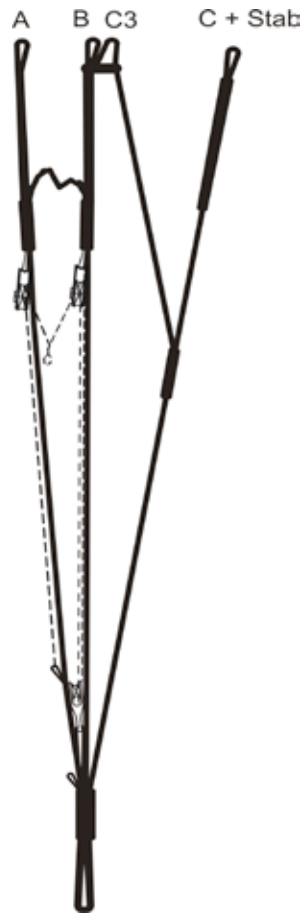
10.2 MATERIALS DESCRIPTION

CANOPY	FABRIC CODE	SUPPLIER
UPPER SURFACE	SKYTEX 40 9017 E77A	NCV (FRANCE)
BOTTOM SURFACE	SKYTEX 40 9017 E38A	NCV (FRANCE)
PROFILES	SKYTEX 40 9017 E29A	NCV (FRANCE)
DIAGONALS	SKYTEX 40 9017 E29A	NCV (FRANCE)
LOOPS	LKI - 10	KOLON INDUSTRIAL (KOREA)
REINFORCEMENT LOOPS	W-420	D-P (GERMANY)
TRAILING EDGE REINFORCEMENT	MYLAR 20 M/M	D-P (GERMANY)
RIBS REINFORCEMENTS	W-420	D-P (GERMANY)
THREAD	SERAFIL 60	AMAN (GERMANY)

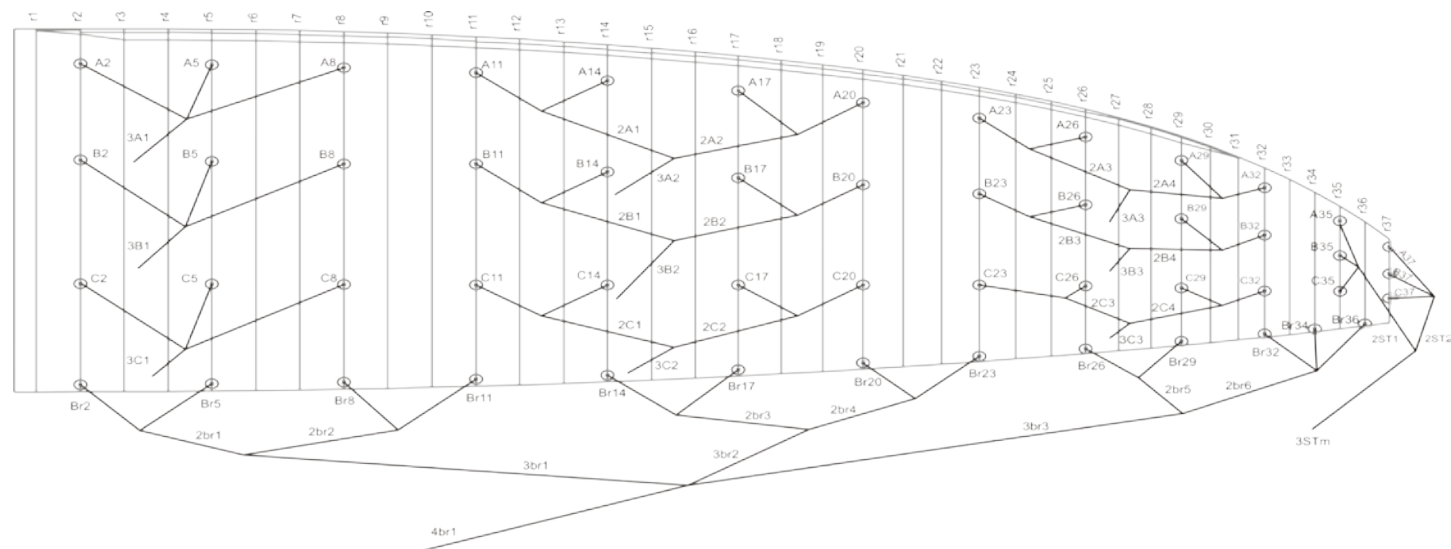
SUSPENSION LINES	FABRIC CODE	SUPPLIER
UPPER CASCADES	DC - 060	LIROS (GERMANY)
UPPER CASCADES	DC - 040	LIROS (GERMANY)
MIDDLE CASCADES	TNL - 140	TEIJIN LIMITED (JAPAN)
MIDDLE CASCADES	TNL - 080	TEIJIN LIMITED (JAPAN)
MIDDLE CASCADES	DC - 060	LIROS (GERMANY)
MAIN	TNL - 280	TEIJIN LIMITED (JAPAN)
MAIN	TNL - 220	TEIJIN LIMITED (JAPAN)
MAIN	TNL - 140	TEIJIN LIMITED (JAPAN)
MAIN	TNL - 080	TEIJIN LIMITED (JAPAN)
MAIN BREAK	TNL - 280	TEIJIN LIMITED (JAPAN)
THREAD	SERAFIL 60	AMAN (GERMANY)

RISERS	FABRIC CODE	SUPPLIER
MATERIAL	3455	COUSIN (FRANCE)
COLOR INDICATOR	PAD	TECHNI SANGLES (FRANCE)
THREAD	V138	COATS (ENGLAND)
MAILLONS	MRDI03.5 S12	PEGUET (FRANCE)
PULLEYS	224	HARKEN (USA)

10.3 RISER ARRANGEMENT PEAK 2



10.4 LINE PLAN



10.5 LENGTHS PEAK 2 22

NIVIUK PEAK 2 22			
LINES HEIGHT CM.			
A	B	C	BR
1	677	670,5	764
2	668,5	662	740
3	670	664	720
4	667	662	711
5	658	653	691,5
6	654,5	649,5	679
7	658,5	654	676,5
8	644,5	641	682
9	633	630	669
10	622	619,5	661
11	618	616	654,5
12	590	586,5	653
13	576,5	575	657,5
RISERS LENGTHS CM.			
A	B	C	
47	47	47	STANDARD
31	36	47	ACCELERATED

10.6 LENGTHS PEAK 2 24

NIVIUK PEAK 2 24			
LINES HEIGHT CM.			
A	B	C	BR
1	705,5	699	795
2	696,5	690	770
3	698	692	748,5
4	697	690,5	739
5	687	681	719,5
6	683,5	678	706,5
7	687,5	682	692,5
8	672,5	669	710,5
9	660,5	658	695,5
10	649	647	687,5
11	645	643	681
12	615,5	611,5	680
13	602,5	600,5	685
RISERS LENGTHS CM.			
A	B	C	
47	47	47	STANDARD
31	36	47	ACCELERATED


10.7 LENGTHS PEAK 2 26

NIVIUK PEAK 2 26				
LINES HEIGHT CM.				
	A	B	C	BR
1	735	728	736,5	829,5
2	725,5	719	726,5	803,5
3	727,5	720,5	729,5	780,5
4	725,5	719,5	730	770,5
5	715,5	709,5	717,5	750,5
6	711,5	706,5	714,5	737
7	715,5	711	722	734
8	700,5	696,5	702,5	741
9	688	684,5	690	726
10	675,5	673,5	679	718
11	671	669,5	678,5	711,5
12	642	638	642,5	710
13	627	625,5	629	715,5
RISERS LENGTHS CM.				
	A	B	C	
	47	47	47	STANDARD
	28	34	47	ACCELERATED

10.8 LENGTHS PEAK 2 28

NIVIUK PEAK 2 28				
LINES HEIGHT CM.				
	A	B	C	BR
1	763	756	765,5	863
2	753,5	746,5	755	836
3	755	748,5	758,5	813
4	753,5	747	758,5	803
5	743	737	745,5	781
6	739	734	742	767
7	743	738,5	750	764
8	728,5	723,5	730	770,5
9	715,5	711,5	716,5	756
10	702,5	699,5	705,5	747
11	698	695,5	705	740
12	666	662,5	666,5	739
13	651	649,5	653	744,5
RISERS LENGTHS CM.				
	A	B	C	
	47	47	47	STANDARD
	28	34	47	ACCELERATED

10.9 CERTIFICATION SPECIMEN




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 info@para-test.com

AIR TURQUOISE SA certified by




Class: D

In accordance with EN standards 926-2:2005 & 926-1:2006: **PG_0365.2010**

Date of issue (DMY): **22. 10. 2010**

Manufacturer: **Niviuk Gliders / Air Games S.L.**

Model: **Peak 2-22**

Serial number:

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	90	Range of speed system (cm)	16
Minimum weight in flight (kg)	70	Speed range using brakes (km/h)	13
Glider's weight (kg)	5.4	Range of trimmers (cm)	0
Number of risers	3	Total speed range with accessories (km/h)	30
Projected area (m2)	18.65		

Harness used for testing (max weight)		Inspections (whichever happens first)
Harness type	ABS	every 6 months or every 100 flying hours
Harness brand	Niviuk Gliders	Warning! Before use refer to user's manual
Harness model	Hamak M	Person or company having presented the glider for testing: None
Harness to risers distance (cm)	49	
Distance between risers (cm)	46	

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

A

A

B

C

A

A

A

A

B

D

A

A

B

D

A

A

A

A



B

B

D


A

0

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AIR TURQUOISE SA certified by

Class: D

In accordance with EN standards 926-2:2005 & 926-1:2006: **PG_0351.2010**

Date of issue (DMY): **22. 10. 2010**

Manufacturer: **Niviuk Gliders / Air Games S.L.**

Model: **Peak 2-24**

Serial number:

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	105	Range of speed system (cm)	16
Minimum weight in flight (kg)	85	Speed range using brakes (km/h)	13
Glider's weight (kg)	5.8	Range of trimmers (cm)	0
Number of risers	3	Total speed range with accessories (km/h)	30
Projected area (m2)	20.32		

Harness used for testing (max weight)		Inspections (whichever happens first)
Harness type	ABS	every 6 months or every 100 flying hours
Harness brand	Sup'Air	Warning! Before use refer to user's manual
Harness model	Altiplume M	Person or company having presented the glider for testing: Nef Olivier
Harness to risers distance (cm)	49	
Distance between risers (cm)	46	

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

A

A

B

C

A

A

A

A

B

D

C

A

C

C

A

A

A

A

A

B

B

D

A

0



AIR TURQUOISE SA certified by

Class: **D**In accordance with EN standards 926-2:2005 & 926-1:2006: **PG_0352.2010**Date of issue (DMY): **22. 10. 2010**Manufacturer: **Niviuk Gliders / Air Games S.L.**Model: **Peak 2-26**

Serial number:

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	115	Range of speed system (cm)	19
Minimum weight in flight (kg)	95	Speed range using brakes (km/h)	13
Glider's weight (kg)	6.2	Range of trimmers (cm)	0
Number of risers	3	Total speed range with accessories (km/h)	32
Projected area (m2)	22		

Harness used for testing (max weight)

Harness type	ABS	Inspections (whichever happens first)
Harness brand	Gin Gliders	every 6 months or every 100 flying hours
Harness model	Gingo 2 L	Warning! Before use refer to user's manual
		Person or company having presented the glider for testing: Nef Olivier
Harness to risers distance (cm)	49	
Distance between risers (cm)	46	

 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
 A A B C A A A A B D A D B C A A D A A A B D A 0


AIR TURQUOISE SA certified by

Class: **D**In accordance with EN standards 926-2:2005 & 926-1:2006: **PG_0366.2010**Date of issue (DMY): **22. 10. 2010**Manufacturer: **Niviuk Gliders / Air Games S.L.**Model: **Peak 2-28**

Serial number:

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	130	Range of speed system (cm)	19
Minimum weight in flight (kg)	110	Speed range using brakes (km/h)	13
Glider's weight (kg)	6.7	Range of trimmers (cm)	0
Number of risers	3	Total speed range with accessories (km/h)	32
Projected area (m2)	23.66		

Harness used for testing (max weight)

Harness type	ABS	Inspections (whichever happens first)
Harness brand	Gin Gliders	every 6 months or every 100 flying hours
Harness model	Gingo 2 L	Warning! Before use refer to user's manual
		Person or company having presented the glider for testing: None
Harness to risers distance (cm)	49	
Distance between risers (cm)	46	

 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
 A A B C A A A A B D A A C C A A A C B B D A 0

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The importance of small details